

The following Listing of Claims will replace all prior versions, and listings, of claims in the application.

LISTING OF CLAIMS:

1. (Currently Amended) An engine exhaust system for a vehicle, comprising:
at least two flexible couplings ~~(6, 7)~~ having elastic characteristics, positioned at two different locations in the exhaust system; ~~and~~
an intermediate component ~~(2, 3, 11)~~ positioned between the at least two flexible couplings ~~(6, 7)~~ and having mass; and
~~characterised in that a dynamic damper is formed by virtue of the elastic characteristics and the mass.~~
2. (Currently Amended) The exhaust system ~~of~~ according to claim 1, wherein the elastic characteristics of the flexible couplings ~~(6, 7)~~ are selected to optimize the resonant frequency of the dynamic damper.
3. (Currently Amended) The exhaust system ~~of~~ according to claim 1 ~~or claim~~ 2, wherein
the mass of the intermediate component ~~(2, 3, 11)~~ is selected to optimize the resonant frequency of the dynamic damper.
4. (Currently Amended) The exhaust system ~~of any preceding~~ according to claim 1, wherein
each of the at least two flexible couplings ~~(6, 7)~~ includes a spherical joint.

5. (Currently Amended) The exhaust system ~~of any preceding~~ according to claim 1, wherein

an upstream flexible coupling (6) has a first elastic characteristic, a downstream flexible coupling (7) has a second elastic characteristic, the intermediate component ~~(2, 3, 11)~~ positioned between the upstream flexible coupling (6) and the downstream flexible coupling (7) is separated from a body of the vehicle, and a downstream component ~~(4, 5)~~ positioned further downstream of the downstream flexible coupling (7) is mounted ~~(10)~~ to the body of the vehicle.

6. (Currently Amended) The exhaust system ~~of~~ according to claim 5, ~~the system being arranged to be positioned between an engine (1) and a muffler (5), wherein~~

the upstream flexible coupling (6) is configured and arranged to be closer to ~~the~~ an engine ~~(1)~~ than to ~~the~~ a muffler (5), the downstream flexible coupling (7) is configured and arranged to be closer to the muffler (5) than to the engine (1), and the downstream component (4) is configured and arranged to be positioned between the downstream flexible coupling (7) and the muffler (5), the downstream component (4) being configured and arranged to be mounted ~~(10)~~ to the body of the vehicle.

7. (Currently Amended) The exhaust system ~~of any preceding~~ according to claim 1, wherein

one flexible coupling (6) has an elastic characteristic ~~(k1)~~ and another flexible coupling (7) has an elastic characteristic ~~(k2)~~, the elastic characteristics ~~(K1, K2)~~ being

selected such that a resonant frequency (~~6~~) of the section formed by the flexible couplings (~~6~~, ~~7~~) and the intermediate component (~~2, 3, 11~~) is lower than 30Hz.

8. (Currently Amended) The exhaust system ~~of any preceding~~ according to claim 1, wherein

the intermediate component (~~2, 3, 11~~) has a mass (M) which is selected such that a resonant frequency of the section formed by the flexible couplings (~~6, 7~~) and the intermediate component (~~2, 3, 11~~) is lower than 30 Hz.

9. (Currently Amended) The ~~An~~ engine exhaust system for a vehicle, comprising:

at least two flexible couplings having elastic characteristics, positioned at two different locations in the exhaust system; and

an intermediate component positioned between the at least two flexible couplings and having mass so that a dynamic damper is formed by virtue of the elastic characteristics and the mass.

10. (Currently Amended) The ~~An~~ engine exhaust system ~~for a vehicle~~ according to claim 9, wherein

the elastic characteristics of the flexible couplings are selected to optimize the resonant frequency of the dynamic damper.

11. (Currently Amended) The ~~An~~ engine exhaust system ~~for a vehicle~~ according to claim 9, wherein

the mass of the intermediate component is selected to optimize the resonant frequency of the dynamic damper.

12. (Currently Amended) The ~~An~~ engine exhaust system for a vehicle according to claim 9, wherein

each of the at least two flexible couplings includes a spherical joint.

13. (Currently Amended) An engine exhaust system for a vehicle, ~~the vehicle~~ having a body, the engine exhaust system comprising:

an upstream flexible coupling having a first elastic characteristic;

a downstream flexible coupling having a second elastic characteristic;

an intermediate component positioned between the upstream flexible coupling and the downstream flexible coupling and having a mass, the intermediate component being separated from a body of the vehicle; and

a downstream component positioned further downstream of the downstream flexible coupling, the downstream component being mounted to the body of the vehicle.

14. (Currently Amended) The ~~An~~ engine exhaust system for a vehicle according to claim 13, wherein

the elastic characteristics of the flexible couplings are selected to optimize the resonant frequency of the vibration system formed of the couplings and the intermediate component.

15. (Currently Amended) The ~~An~~ engine exhaust system ~~for a vehicle~~ according to claim 13, wherein

the mass of the intermediate component is selected to optimize the resonant frequency of the vibration system formed of the couplings and the intermediate component.

16. (Currently Amended) The ~~An~~ engine exhaust system ~~for a vehicle~~ according to claim 13, wherein

each of the upstream flexible coupling and the downstream flexible coupling includes a spherical joint.

17. (Currently Amended) An engine exhaust system to be positioned between an engine and a muffler of a vehicle having a body, the system comprising:

an upstream flexible coupling configured and arranged to be closer to the engine than to the muffler;

a downstream flexible coupling configured and arranged to be closer to the muffler than to the engine;

an intermediate component configured and arranged to be positioned between the upstream flexible coupling and the downstream flexible coupling, the intermediate component configured and arranged to be ~~being~~ separated from the body of the vehicle; and

a downstream component configured and arranged to be positioned between the downstream flexible coupling and the muffler, the downstream component configured and arranged to be ~~being~~ mounted to the body of the vehicle.

18. (Currently Amended) The ~~An~~ engine exhaust system ~~for a vehicle~~ according to claim 17, wherein

each of the upstream flexible coupling and the downstream flexible coupling includes a spherical joint.

19. (Currently Amended) The ~~An~~ engine exhaust system ~~for a vehicle~~ according to claim 17, wherein

the upstream flexible coupling has a first elastic characteristic and the downstream flexible coupling has a second elastic characteristic, the first and second elastic characteristics being selected such that a resonant frequency of the section formed by the upstream flexible coupling, the downstream flexible coupling, and the intermediate component is lower than 20-30Hz.

20. (Currently Amended) The ~~An~~ engine exhaust system ~~for a vehicle~~ according to claim 17, wherein

the intermediate component has a mass which is selected such that a resonant frequency of the section formed by the upstream flexible coupling, the downstream flexible coupling, and the intermediate component is lower than 20-30Hz.

21. (Currently Amended) The ~~An~~ engine exhaust system ~~for a vehicle~~ according to ~~claim 9 or~~ claim 13, wherein

the mass of the intermediate component and/or the elastic characteristics of the flexible couplings are selected to optimise the resonant frequency of the dynamic damper.

22. (New) The engine exhaust system according to claim 9, wherein
the mass of the intermediate component and/or the elastic characteristics of the
flexible couplings are selected to optimise the resonant frequency of the dynamic damper.